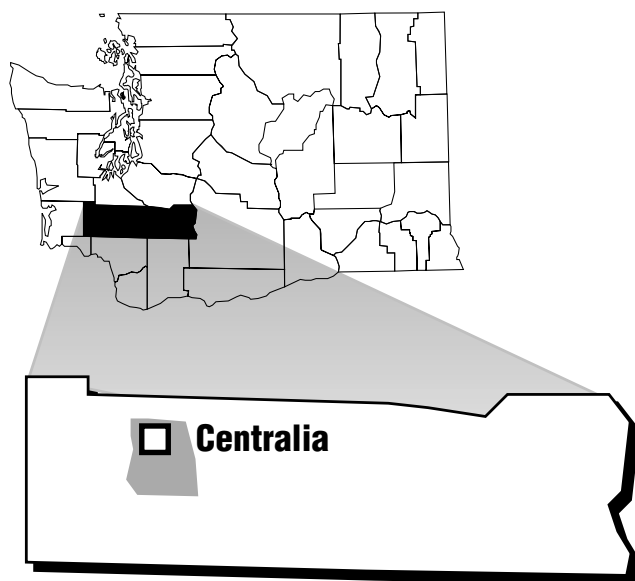


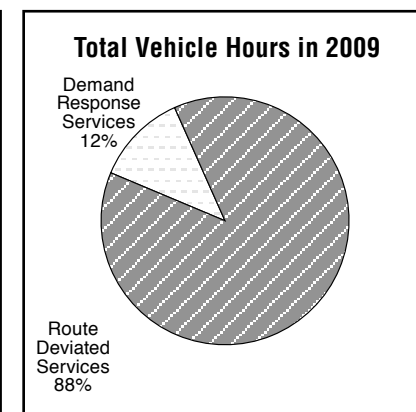
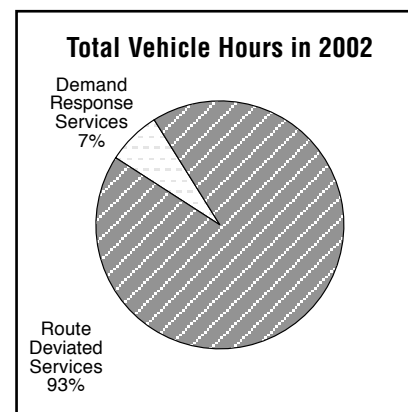
## Patty Alvord Manager

212 East Locust Street  
Centralia, Washington 98531-4136  
(360) 330-2072



## System Snapshot

- Operating Name: Twin Transit
- Service Area: Cities of Centralia and Chehalis, Lewis County
- Congressional District: 3
- Legislative District: 20
- Type of Government: Public Transportation Benefit Area
- Governing Body: 3 member board of directors comprised of one Lewis County Commissioner, and an elected official each from Centralia and Chehalis.
- Tax Authorized: 0.1% sales and use tax approved in November 1985.
- Types of Service: 4 deviated routes and paratransit service for persons with disabilities who cannot use deviated route service.
- Days of Service: Weekdays, between 6:30 a.m. and 8:00 p.m.; Saturdays, between 8:30 a.m. and 6:00 p.m.; and Sundays, between 8:30 a.m. and 5:00 p.m.
- Base Fare: 50 cents per boarding, deviated route and paratransit.



### Current Operations

Twin Transit operates deviated routes of service Mondays through Fridays as follows:

- Three rural local routes.
- One rural commuter route.

Twin Transit does not operate the intercity or commuter route on Saturdays or Sundays.

Twin Transit provides complementing paratransit service for persons with disabilities.

### Revenue Service Vehicles

Deviated Route — 12 total, all equipped with wheelchair lifts, with models ranging from 1988 to 2001.

Paratransit — 2 total, ADA accessible, with models ranging from 1992 to 1996.

### Facilities

Twin Transit's facilities in Centralia include: 1,713 square feet of space for administration, 7,544 square feet of space for maintenance, and 12,112 square feet for bus storage.

The Centralia Train Depot in downtown Centralia serves as a transfer point between routes. The city of Chehalis provides a downtown transfer facility with rest rooms and waiting area.

Twin Transit has installed 46 passenger shelters along its routes.

### Intermodal Connections

All schools, including Centralia College, are on Twin Transit's deviated routes, including private and public schools.

Twin Transit serves the Centralia Amtrak depot and Greyhound Lines' bus depot.

Twin Transit services the only park and ride lot in the community in Centralia at I-5.

### 2002 Achievements

- Objectives met:
  - Sustained operations at existing levels of service.
  - Received federal and state grants to replace lost revenues.

### 2003 Objectives

- Replace two mini buses.
- Sustain operations at existing levels of service.

### Long-range (2004 through 2009) Plans

- Replace two 30-foot transit buses.
- Purchase three mini buses for expanded service.
- Annex eastern Lewis County.
- Secure federal and state operating assistance to maintain existing levels of service.

	2000	2001	2002	% Change	2003	2004	2005	2009
Service Area Population	20,620	21,970	<b>22,100</b>	0.59%	N.A.	N.A.	N.A.	N.A.
<b>Annual Operating Information</b>								
<b>Route Deviated Services</b>								
Revenue Vehicle Hours	26,313	24,851	<b>25,622</b>	3.10%	25,000	18,000	19,000	23,000
Total Vehicle Hours	26,852	25,557	<b>26,241</b>	2.68%	25,000	18,000	19,000	23,000
Revenue Vehicle Miles	359,405	312,879	<b>364,173</b>	16.39%	342,000	246,000	296,000	394,000
Total Vehicle Miles	367,235	320,535	<b>373,417</b>	16.50%	351,000	253,000	303,000	401,000
Passenger Trips	258,361	249,357	<b>252,166</b>	1.13%	257,000	189,000	186,000	205,000
Diesel Fuel Consumed (gallons)	61,148	51,598	<b>51,509</b>	-0.17%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	3	2	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	21.0	20.0	<b>20.0</b>	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,005,588	\$999,128	<b>\$1,021,892</b>	2.28%	\$1,023,000	\$714,000	\$692,000	\$1,041,000
Farebox Revenues	\$78,733	\$71,198	<b>\$75,686</b>	6.30%	\$74,000	\$54,560	\$55,550	\$63,480
<b>Demand Response Services</b>								
Revenue Vehicle Hours	1,920	1,585	<b>1,515</b>	-4.42%	2,000	2,000	3,000	3,000
Total Vehicle Hours	2,508	2,086	<b>1,907</b>	-8.58%	2,000	2,000	3,000	3,000
Revenue Vehicle Miles	20,945	18,563	<b>18,786</b>	1.20%	19,000	19,000	19,000	20,000
Total Vehicle Miles	24,535	21,585	<b>21,700</b>	0.53%	22,000	22,000	22,000	23,000
Passenger Trips	6,591	6,093	<b>5,466</b>	-10.29%	5,000	5,000	5,000	6,000
Diesel Fuel Consumed (gallons)	1,813	2,160	<b>1,785</b>	-17.36%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees (FTEs)	1.0	1.0	<b>1.0</b>	0.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$93,415	\$83,351	<b>\$60,621</b>	-27.27%	\$54,000	\$37,000	\$36,000	\$40,000
Farebox Revenues	\$803	\$610	<b>\$605</b>	-0.82%	\$600	\$440	\$450	\$520

## Twin Transit

	2000	2001	2002	% Change	2003	2004	2005	2009
<b>Annual Revenues</b>								
Sales Tax	\$510,436	\$528,627	<b>\$544,153</b>	2.94%	<i>\$645,000</i>	<i>\$617,000</i>	<i>\$751,000</i>	<i>\$968,000</i>
MVET	\$376,181	\$0	<b>\$0</b>	0.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
State Bridge Allocation	\$199,300	\$0	<b>\$0</b>	0.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Fares	\$79,536	\$71,808	<b>\$76,291</b>	6.24%	<i>\$74,600</i>	<i>\$55,000</i>	<i>\$56,000</i>	<i>\$64,000</i>
State Rural Mobility Program	\$0	\$0	<b>\$0</b>	0.00%	<i>\$30,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Federal Section 5311 Operating	\$75,780	\$0	<b>\$0</b>	0.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$93,000</i>
FTA JA/RC Program	\$0	\$9,219	<b>\$68,794</b>	646.22%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Other	\$155,551	\$151,642	<b>\$86,128</b>	-43.20%	<i>\$49,000</i>	<i>\$50,000</i>	<i>\$47,000</i>	<i>\$49,000</i>
Total Annual Revenues	\$1,396,784	\$761,296	<b>\$775,366</b>	1.85%	<i>\$799,000</i>	<i>\$722,000</i>	<i>\$854,000</i>	<i>\$1,174,000</i>
<b>Annual Operating Expenses</b>	\$1,099,003	\$1,082,479	<b>\$1,082,513</b>	0.00%	<i>\$1,077,000</i>	<i>\$751,000</i>	<i>\$728,000</i>	<i>\$1,081,000</i>
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5311 Capital Grants	\$0	\$98,183	<b>\$0</b>		<i>\$106,000</i>	<i>\$0</i>	<i>\$464,000</i>	<i>\$0</i>
State Rural Mobility Program	\$0	\$5,000	<b>\$0</b>		<i>\$0</i>	<i>\$0</i>	<i>\$166,000</i>	<i>\$0</i>
FTA JA/RC Program	\$0	\$61,735	<b>\$0</b>		<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Capital Replacement/Purchase Funds	\$0	\$21,167	<b>\$11,626</b>		<i>\$26,000</i>	<i>\$0</i>	<i>\$157,000</i>	<i>\$0</i>
Total Capital Purchases	\$0	\$186,085	<b>\$11,626</b>	-93.75%	<i>\$132,000</i>	<i>\$0</i>	<i>\$787,000</i>	<i>\$0</i>
<b>Ending Balances, December 31</b>								
Unrestricted Cash and Investments	\$646,849	\$301,452	<b>-\$15,905</b>	-105.28%	<i>\$274,000</i>	<i>\$233,000</i>	<i>\$255,000</i>	<i>\$499,000</i>
Working Capital	\$820,000	\$820,000	<b>\$820,000</b>	0.00%	<i>\$540,000</i>	<i>\$540,000</i>	<i>\$540,000</i>	<i>\$540,000</i>
Capital Replacement/Purchase Funds	\$583,058	\$586,105	<b>\$591,016</b>	0.84%	<i>\$577,000</i>	<i>\$589,000</i>	<i>\$444,000</i>	<i>\$480,000</i>
Self Insurance Fund	\$300,000	\$300,000	<b>\$300,000</b>	0.00%	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Totals	\$2,349,907	\$2,007,557	<b>\$1,695,111</b>	-15.56%	<i>\$1,391,000</i>	<i>\$1,362,000</i>	<i>\$1,239,000</i>	<i>\$1,519,000</i>

## Performance Measures for 2002 Operations

	Route Deviated Services		Demand Response Services	
	Twin Transit	Rural Medians	Twin Transit	Rural Medians
Fares/Operating Cost	7.41%	6.82%	1.00%	1.70%
Operating Cost/Passenger Trip	\$4.05	\$8.56	\$11.09	\$16.78
Operating Cost/Revenue Vehicle Mile	\$2.81	\$2.81	\$3.23	\$3.78
Operating Cost/Revenue Vehicle Hour	\$39.88	\$56.38	\$40.01	\$53.40
Operating Cost/Total Vehicle Hour	\$38.94	\$50.18	\$31.79	\$51.06
Revenue Vehicle Hours/Total Vehicle Hour	97.64%	95.57%	79.44%	91.39%
Revenue Vehicle Hours/FTE	1,281	1,281	1,515	1,014
Revenue Vehicle Miles/Revenue Vehicle Hour	14.21	19.50	12.40	12.45
Passenger Trips/Revenue Vehicle Hour	9.8	8.3	3.6	3.0
Passenger Trips/Revenue Vehicle Mile	0.69	0.33	0.29	0.27